

May 2017 A Frame
5351 Chestnut Street
New Orleans, LA 70115

**Officers of New Orleans A's Chapter
Model A Ford Club of America**

President: Ken Falanga
1st Vice President: Phil Strevinsky
2nd Vice President: Ray Schaub
Secretary: Noel Schoenfeld
Treasurer: Hall Townsend
Sergeant-at-Arms: Caroline Schaub
Sunshine Lady: Toni Schaub
Directors: Carl Hunter, Dianne Hunter, Marie Nicolich, John Maiorana
Phone Committee: Red Dayberry; Carl Hunter, Angelo Ricca, Bob Sappington
Newsletter: Mickey King

Monthly Meeting: We meet at Randazzo's at 6:30 pm for dinner and the meeting begins around 7:15 pm. Check the coming events and see photos on our web site: www.nolamodelas.com

May 21: Car clinic at Angelo's. Fix YOUR car! Every third Sunday morning.

May 27th: Car show at St. Francis Xavier, 444 Metairie. Road.



Landry's Seafood Restaurant

The club visited Landry's Seafood restaurant on the lakefront Saturday May 6th. The weather was perfect and we had a good group. In their old cars were Bill Pfaff, Bob Sappington, John Troendle and daughter Maddie, John Maiorana and Mickey and Nan King. Joining them were Adele Foles and Evelyn Hawkins, Barbara & Hall Townsend, Steven Willey, Toni & Ray Schaub, and Caroline Schaub. The food and service were good and we had fun talking and watching the sailboats, power boats and people. Thanks to John Troendle for the excellent photo of the cars with the lighthouse in the background and to John Maiorana for the inside shots.



“Tiny Tips” from early *Restorers*

Carburetor

Difficulty is often encountered when adjusting the carburetor to that well known slow idle produced by a finely tuned Model A. This difficulty is generally a result of a worn throttle shaft that permits the throttle butterfly to cover the idle port in the cast body. Using a fine Swiss file, open the idle port to provide about 1/32 of an inch opening above the butterfly. This will correct many of them [carburetors?].

How can one remove the stainless steel cowl trim strip on 1930-31 Model A Fords?

The stainless steel cowl strip is held on with two nuts which screw into studs at the ends of the cowl band strip. They are accessible by removing the floor boards.

Two Blade Fan

Be sure to make a careful inspection of that two bladed fan before starting on those spring outings. Look closely near the hub for signs of cracks or parting of the steel surfaces. If a crack or separation is evident, get it repaired immediately or you might be wearing a new louver in the hood and a radiator with a hole so large that bubble gum would not fix it. Those cracks can be beautifully repaired by any good welder after the fan has been removed.

Spark Plug Gap

When the Model A was first introduced Ford recommended a spark plug gap of 0.025 inches. But it was later found that greater fuel economy could be secured with a wider gap so the specification was changed to 0.027 inches and still later was changed again to 0.035 inches. The usual effect of a wide gap is to give better idling while a narrow gap does not give as smooth idling but will provide better performance at high speeds.

Model A Hood Alignment

by Don Bowne Cambridge City, IN

When our Model A's were new everything fit properly, including the hood. However, after some 80 years of use and sometimes abuse many problems become evident. One of those is the alignment of the hood, especially the 1930 and 1931 cars. Most notably is the gap at the lower edge of the hood side panel where it meets the cowl. Also where this is the case the hood hooks do not align with the clips on the side panels. Another issue of this, is the radiator shell. This article will address this problem and show the procedure to correct it.



Above - This is where the hood does not fit properly; the gap is too wide due to a sagging bent frame.

Drawing on my many years of experience as an auto body and frame repairman I was able to develop a simple and fairly easy way to make the hood fit properly again. This is how I do it. First of all, we need to understand "why" the hood does not fit. Before we start, it is important to check and be sure the proper pads are in place under the radiator mounting brackets. Sometimes attempts are made to correct hood gaps by adding shims to radiator mounts and/or body blocks.

This practice is most always a mistake. It goes without saying that we are assuming we are working on a car that has a good straight frame under it, if not then that issue must be addressed first. This article pertains to cars which have not been wrecked or severely damaged in the frame area.

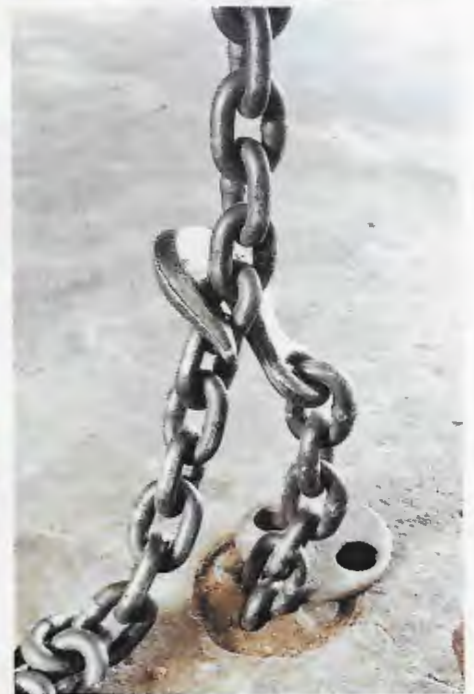
The frame must be thought of as the foundation of the vehicle, it must be straight, otherwise a host of problems occur. By now I'm sure you must be thinking the problem with a misaligned hood lies in the frame itself, which is most generally the case.

Now let's look at the nuts and bolts of this article. During my working years as a body repairman when a job came into my shop the first thing I would do was to analyze the damage and figure out how the damage occurred then I'd reverse the force that caused the damage, thereby restoring the alignment of structure. This is the key for restoring the alignment of our Model A hood, or any other panel for that matter.

Now the steps involved for the alignment of the hood.

The first thing to do is to loosen the steering column clamp, and remove the choke rod. Next I obtain an even gap at the top edge of the hood where it meets the gas tank. This is done by adjusting the radiator brace rods. Now for the critical part, the alignment of hood panels to the cowl. This is where we reverse the damage that caused the problem in the first place. In my opinion, the cause of problem is the years of driving over rough roads, hitting ruts and Chuck holes, prevalent during the tough times and use, most Model A's have endured.

All of those blows combined have forced the front frame section up, thereby causing a slight bow in the frame rails. This, of course, accounts for the misalignment of the hood. The solution is to bring the frame rails back down thereby restoring the correct hood gaps.



Photos at left and above. The frame is tied down in the front by a strap going over the shock and chained to the floor. I have a tie down anchor in the concrete floor for accomplishing this.



Above - In the rear I use a suction machine to grab the floor. This operates on compressed air. A Chain and strap are used to grab the car in the rear bumper brace area.

To do this, I tie the frame down at both ends and push up by placing a 10 ton jack directly under the car motor mount area as shown in the photos. I use a car tie down strap placed over the front shock body and over the rear bumper attaching arm. I have tie down anchors in my shop floor for this purpose, this is not a do it yourself procedure and is best left to for an experienced body and fender man. Otherwise one could be hurt and or further damage could be done to your car. I then use a porta power to push the frame upward and back into the original position. Please realize I must go past the original point to get the frame to end up flat once again. So the hood will go past the Cowl band in some cases in order to accomplish this task.



A Hydraulic Power unit is used to push the frame back into position.



I have to go past the point in order to get it straight again.



When it starts to get straight the alignment on the hood line will be very evident.



The end results will not only make the hood fit better but you will notice the gas, brake, and clutch pedals will align much better. The choke rod will work better without binding. Even the steering column will fit better.

I do hope this takes the mystery out of the pesky hood alignment problem.

Please use the proper chains and equipment if you do decide to try this yourself, or if you so desire and can get your car to me, I can do the job for you. Also any good body and frame shop near you could do the job. As with any job, be informed, use common sense and be careful. Happy Model A'ing.